

Railroad Topics

THE BOTTOM

DON'T WANT A "PULL" TO FIGURE IN HIS FIRST JOB—WILL START AS ROOMAN WITH SURVEYING PARTY.



BENJAMIN L. KINNEL, JR.

"We all have to go to work some time. There is nothing remarkable in that. Last month I read how President Roosevelt's son gave up his berth to an old colored woman. At that time I thought: 'What do the people care about the president's son?' And now I think the same about this. There is nothing in being a man's son. It all depends upon oneself."

These are remarks recently made by the young son of the president of the Chicago, Rock Island & Pacific railroad, who will start next month for the southwest and begin his career in railroad service by going to work as a rooman with a surveying gang. He graduated from the Sheffield Scientific school of Yale University last June.

The young man will not work on any of the lines controlled by his father. "I do not want it said that I had a pull. My father has encouraged me in this. He began that way, too. The only way to learn the railway business is to begin at the bottom."

MORE ABOUT "SCOTTY" AND HIS LOAD OF GOLD

OR BUG JUICE, AND HE WANTS TO MAKE A NEW RAILROAD RECORD.

A Los Angeles dispatch, probably from the fertile, imaginative mind of C. E. Van Loan, of the Hearst Examiner, dated October 11, says: "With several burros loaded down with pure gold and valued at \$165,000, Walter Scott, the so-called Croesus of Death Valley, arrived at Barstow yesterday, escorted by a body of seven heavily armed men. The trip from the mysterious mine on the desert was accomplished by much hardship, and 'Scotty' looked tired and worn to an unusual degree when he arrived here."

During an interview he stated that his New York backers had quit him, but that he intended paying them what they had put in to help him develop the mine, although he preferred using the money to establish a new railroad record to New York.

Scott stated that he had telegraphed officials of both the Santa Fe and Southern Pacific, offering \$10,000 for a train from San Francisco to New York, with an average speed of a mile a minute and that he offered to bet \$25,000 that he can make his word good and beat the record by seven hours.

He received an answer from the Santa Fe people stating that he was crazy, also that the road was in no condition to make such a schedule. The Southern Pacific has not replied as yet.

COLONEL STILLWELL IS STILL PROJECTING ROADS.

The Colorado, Oklahoma Central & New Orleans railroad company, with headquarters at Guthrie, capitalized at \$20,000,000, was chartered Monday to build a line having an estimated length of 800 miles, and to cost \$20,000,000. The proposed route is from Denver generally in a southerly direction to Trinidad, thence through the counties of Las Animas and Baco, Colorado, and Union county, New Mexico, and Beaver, Woodward, Dewey, Blaine, Woods counties, Oklahoma, to a connection with the Kansas City, Mexico & Orient, and the Guthrie, Fairview & Western, in southern Woods county or northern Blaine county.

The Guthrie, Shawnee & Shreveport railroad company, with headquarters at Guthrie, was chartered to build from a point near Guthrie through the southeastern part of Oklahoma, Indian Territory, Arkansas, Texas and Louisiana to Shreveport. The capital stock is fixed at \$9,000,000, which is to be the cost of the proposed 360 miles of road bed. The directors of the company are the same as those of the Colorado, Oklahoma Central & New Orleans road.

The proposed lines will be feeders of the Orient system.

EUGENE ZIMMERMAN RETIRES PERMANENTLY.

Eugene Zimmerman's connection with the Cincinnati, Hamilton & Dayton railroad as president and director,

ended Tuesday, with the election of officers at the annual meeting of the stockholders of the road.

The terms of four other directors also expired. They are: Richard N. Young, New York; James I. Robinson, Toledo; Vice President Russell Harding and Lawrence Maxwell, Jr., Cincinnati.

Representatives of the Erie, which has acquired control of the Cincinnati, Hamilton & Dayton, were selected to take the vacancies.

By this acquisition, the Erie secured direct entrance over its own lines into some of the leading traffic centers of the middle west, including Cincinnati and Detroit. The purchase also brings the Erie into the rich bituminous coal fields of Kentucky, and generally rounds out its system by a net work of railroads through Michigan and Ohio, tapping all the leading centers of that section.

IN THE MATTER OF PRIVATE CAR LINES.

The San Francisco Examiner recently said: Assistant Manager W. A. Bissell of the Santa Fe has gone east to join President E. P. Ripley, of that company. J. C. Stubbs of the Harriman roads and the Armours, in a conference over the policy to be pursued by their companies in opposing the attack being made by the interstate commerce commission against the Southern Pacific, Santa Fe and their connections handling California shipments of fruit to the east through arrangements with private car lines.

The Southern Pacific uses Armour cars altogether, while the Santa Fe uses those of the Santa Fe Refrigerator Dispatch company, which, it is claimed, is a company distinct from the Santa Fe railroad.

Frank Barry and J. T. Marchand, special agents of the interstate commerce commission, have gathered a lot of evidence of how the private car lines out of here, as well as in the southern states, Michigan and elsewhere, have been charging extortionate rates and have in many cases been guilty of paying rebates to favored shippers.

DELAYED INSTALLATION OF BLOCK SIGNAL SYSTEM.

In view of the fact that the first work of installing the block signal system along the Southern Pacific is along the main line of the road in Louisiana and due to the existing quarantine regulations and conditions in that state, it can be readily seen that the work has been practically suspended, as each parish has quarantined against the others, and the forces at work installing this system have been compelled to temporarily disband.

The plan adopted for block signaling the Southern Pacific lines is the installation of 100 miles a year until the entire system has been installed between New Orleans and El Paso.

This year, the distance from New Orleans to Lafayette, La., was the portion of the line selected for the commencement of the proposed work, and accordingly, early in the year work was commenced, but owing to the prevalence of yellow fever in the state of Louisiana work has been temporarily suspended.

SOUTHERN PACIFIC BUYS ITS RAILS IN SPAIN.

Because of delay in filling the order for steel rails in Germany and in the United States, the management of the Southern Pacific has placed a heavy order with Spanish manufacturers for the rails that will be used on the extension in Mexico.

This is said to be the first time an order for Spanish rails in any quantity has been placed by railroad companies building in Mexico for more than twenty-five years. The price of Spanish rails as compared with the rails quoted by the mills of the United States and Germany is reported to be somewhat less.

The first of these rails will be used on the lines being built under the terms of the concession granted the Sanaica, Yaqui River & Pacific, and later the same rails, it is expected, will be used on the line between El Paso and the Alamos line and Guadalupe.

RIO GRANDE IMPROVING NARROW GAUGE LINE.

The line of the Denver & Rio Grande railroad in New Mexico, one of the largest narrow gauge railroads in the country, is being greatly improved. The road is laying new steel, straightening out the curves and ballasting the roadbed. These improvements have been made necessary by the large increase in business on this line, which is running three or four freight trains and two passenger trains a day between Santa Fe and Alamosa, Colo.

Traveling Freight and Passenger Agent A. S. Barney, of the Rio Grande in New Mexico, is in the city looking up business for his road. He reports that his line has handled thousands of New Mexico sheep and cattle during the past few months consigned to Colorado ranches.

RAILROAD ASSOCIATION TO WORK FOR TEXAS GROWTH.

The Industrial Association of Texas Railways began its quarterly meeting at Fort Worth yesterday. The attendance was unusually large. This association is composed of the industrial agents of the various railroad lines and systems in Texas. About fifteen railroads are represented in it. The association was formed for the purpose of bringing about the co-operation on the part of the railroads that are working for the industrial development of the state and have organized departments and bureaus to that

end. Some very important matters were considered by the meeting yesterday, including the yellow fever and quarantine situation, the Farmers' congress of next year, and various other matters concerning the industrial and agricultural development of the state.

CAR SHORTAGE SERIOUSLY IMPEDES FREIGHT TRAFFIC.

Threatened with a serious car shortage, the railroads are making great efforts to forestall this by record orders for equipment for quick delivery. Every carshop in the country is congested with orders enough to keep them running for six months. It is admitted that a spell of bad weather would cost the railroads several millions of cars and the shippers a like amount.

The threatened congestion is due to what the railroads declare is the most remarkable revival of business and commerce ever experienced. In the effort to take care of the tonnage, individual railroads are refusing to let their equipment leave their own rails. Such an embargo, it is said, has been placed by the New York Central lines, the Baltimore & Ohio and the Pennsylvania.

The commodity which feels the car shortage most just now in Chicago is grain.

SHARP SCALPERS HAVE USED FUGITIVE INK.

The Transcontinental Passenger association has issued a circular requiring that all signatures to tickets when purchased must be made with the ticket office pen and ink. It appears that ticket scalpers have been sending their agents to purchase tickets and have been providing fountain pens containing "fugitive ink."

The signatures would accordingly disappear in a few hours, and then the tickets would be ready for the signature of any purchaser. The ticket scalper would be made with the ink which would fade about the time the purchaser of the ticket completed his or her ride, thereby enabling the broker to sell the return portion to another purchaser.

GREAT BRAVERY OF AN ENGINEER IN DANGER.

While running at full speed near Esholt, Ky., both driving rods on an Illinois Central engine pulling the fast passenger from this city to Memphis, broke, and stranding the car, quickly reduced it to kindling wood. Carl Crofton of Louisville, the fireman, in trying to get out of the way, was killed.

The engineer, Henry Frisz, bravely stuck to his post, and though badly scalded and burned by escaping steam, and threatened with death every second, he managed to bring the train to a standstill, but not until it had jumped the track and ran nearly 100 yards. There were 200 passengers on board and they praised Frisz highly. The railroad officials commended him for his great bravery.

NEW SOUTHWESTERN OFFICE BUILDING.

Plans for the new six story office building of the El Paso & Southwestern, which is to be erected at the corner of Station and Franklin streets, El Paso, upon which the architect El Pasorel has been working for some time, are about complete, and by the 1st of November they will be turned over to the Southwestern officials.

Several conferences between the architect and the railroad management concerning the plans have been held and the building has been designed with special reference to the needs of the Southwestern. The structure, says the Times, will be thoroughly modern in every respect and will add dignity to El Paso's office buildings.

ROMANTIC WEDDING AT GRAND CANYON.

The El Tovar hotel at the Grand Canyon was the scene of a romantic wedding on Wednesday of this week, when Miss Anna Alberger, daughter of W. R. Alberger, foreign freight agent of the Santa Fe at San Francisco, was united in marriage to Roy Ashton Dunham, agent for the Pacific Steamship company, located at San Francisco. The ceremony was performed in the presence of a few relatives and intimate friends of the contracting parties.

Work was begun on the new office building of the Santa Fe railroad company in Las Vegas yesterday afternoon and the building is to be completed in three months. The new building is to be 36x75 feet and will consist of two stories and a basement. It will be located just north of the Castaneda hotel between the main passenger track and the side track leading to the Brawne & Manzaneros company building. The new building will face within a few feet of the passenger walk and will adjoin the existing building east and west along the north end of the hotel grounds. The new edifice will correspond in appearance with the hotel, being of the same style and will be built of the same materials, pressed brick and stone.

The Optic says: Traveling Freight and Passenger Agent W. R. Brown, with headquarters at El Paso, is here today on Santa Fe business. Mr. Brown reports conditions good all along the line in his territory. He says the new union depot at El Paso is almost completed and will be occupied next month. The gentleman reports a great deal of building going on in El Paso and conditions there excellent.

West bound traffic on the Santa Fe is increasing to an enormous extent and the past week every west bound train has been crowded. Last night train No. 1 was two hours late, caused by an accident to the engine this side of Trinidad. The train arrived in two sections, and both sections were packed full.

F. H. Mudge, construction engineer on the Belen cut off, arrived in the city last night. He reports work on the cut off progressing rapidly and says that work on the thirty new steel bridges is now well under way.

O. C. Oyler, an engineer on the Denver & Rio Grande railroad, with a run out of Denver, is spending a few days in the city guest of Engineer J. E. Uhrig, of the Santa Fe, and family.

\$5 TO \$10 SAVED ON EVERY TICKET.
SEND FOR YOUR FOLKS NOW. PAULSEN, THE RAILROAD TICKET BROKER, WILL GET THEM HERE CHEAP. 114 WEST RAILROAD AVENUE.

RAILROAD TICKETS.
For reduced rates to and from all points, go to Paulsen's Association Railroad ticket office. Railroad tickets bought, sold and exchanged.



PROSPEROUS MASTER BAKERS.

From the Washington Post.

The master bakers who thronged the lobby of the Arlington Tuesday evening were a body of fine appearing, prosperous looking men, and taken as a whole, would compare favorably with any convention of lawyers, doctors or scientists. Very much of the comfort and well being of the multitude in the big cities of America depends on the purveyors of the staff of life. In fact, the metropolitan baker has come to be recognized as a necessity in the complex civilization of the age, seeing that the people of the towns have largely ceased to make their own bread.

Among the giants of the craft now here is R. B. Ward of Pittsburg, who has probably the most expensive plant in America, his bakery representing an investment of \$500,000. Its machinery is of the most elaborate and up-to-date order, and his output is at least 2,500 barrels of bread products each week.

St. Louis has also two of the leading master bakers, the persons of Adolph Boettler and John E. McKinney. From Kansas City comes B. Howard Smith, who ranks among the most progressive members of the association. The Quaker City has long been prominent for its excellent bakeries, and Messrs. William Freilhofer and Louis F. Kolb, who are among the Philadelphia contingent, rank with the largest manufacturers in the United States.

A PRECOCIOUS YOUNGSTER.

While chatting with friends on the deck of the American line steamship Merion shortly before her arrival in port last Sunday, a prominent teacher in the public schools of this city told an amusing story of a precocious youngster whom she had the fortune or misfortune to teach shortly after her graduation from normal school. The child had never attended school before and had very little idea of discipline.

Carefully and patiently the teacher endeavored to train him in the right direction, but without success. He simply would not learn to obey.

"Some of his remarks, upon being corrected, were laughable," she said to her listeners, "and you can imagine with what difficulty I kept my discipline at all. One day little Clarence came into the room after recess with a large piece of chewing gum in his mouth. After tapping the bell and restoring order I called out the boy's name."

"Clarence Brown," I said, in a firm voice, "give me that gum."

"None," said the youth, as he pulled the gum out in a long string and gracefully placed it back in his mouth. "But I'll give you half."—Philadelphia Bulletin.

Bishop Goodman (impressively)—Only think, children! In Africa there are 10,000,000 square miles of territory without a single Sunday school, where little boys and girls can spend their Sundays. Now, what should we all try and save up our money and do?

Class (in ecstatic union)—Go to Africa!—London Tit-Bits.

SARATOGA CHIPS FRESH EVERY DAY AT MALLOY'S.

Woman's Kidney Troubles

Lydia E. Pinkham's Vegetable Compound is Especially Successful in Curing This Fatal Disease.



Of all the diseases known, with which women are afflicted, kidney disease is the most fatal. In fact, unless early and correct treatment is applied, the weary patient seldom survives. Being fully aware of this, Mrs. Pinkham, early in her career, gave exhaustive study to the subject, and in producing her great remedy for women's ills Lydia E. Pinkham's Vegetable Compound—was careful to see that it contained the correct combination of herbs which was sure to control that fatal disease, woman's kidney troubles. The Vegetable Compound acts in harmony with the laws that govern the entire female system, and while there are many so called remedies for kidney troubles, Lydia E. Pinkham's Vegetable Compound is the only one especially prepared for women, and thousands have been cured of serious kidney derangements by it. Derangements of the feminine organs quickly affect the kidneys, and when a woman has such symptoms as pain or weight in the loins, backache, bearing down pains, urine too frequent, scanty or high colored, producing scalding or burning, or deposits like brick dust in its unusual thirst, swelling of hands and feet, swelling under the eyes or sharp pains in the back, running down the inside of her groin, she may be sure her kidneys are affected and should lose no time in combating the disease with Lydia E. Pinkham's Vegetable Compound, the woman's remedy for women's ills.

The following letters show how marvelously successful it is.

Lydia E. Pinkham's Vegetable Compound: a Woman's Remedy for Woman's Ills.

THE GLOBE STORE
WEST RAILROAD AVENUE
BETWEEN
SECOND AND THIRD STREETS

The Store of Reliability

FRIDAY
OCTOBER
13

A dreadful combination, that of Friday and 13, but Globe Store customers will be less fearful after making purchases on Friday, October 13, and for 13 days thereafter.

THE GREAT PAPER OF THE GREAT WEST

THE KANSAS CITY STAR

Everywhere recognized as the strongest and most reliable newspaper in the most prosperous region of the United States.

WHEREIN IT LEADS

ITS UNEXCELLED NEWS SERVICE embraces the continuous report of the Associated Press, with dispatches every hour; the general and special service of the New York Herald; the Hearst transcontinental leased wire service and special correspondence for THE STAR's own representatives in Washington, D. C.; Jefferson City, Mo.; Topeka, Kas., and Guthrie, Ok., in addition to the large list of news that comes daily from several hundred other alert representatives.

ITS MARKET REPORTS AND COMMENTS have an authoritative value that causes them to be telegraphed to all parts of the United States the moment THE STAR comes from the press. No Western man even indirectly interested in the value of food products, stocks and securities can afford to be without THE STAR's daily record of prices and conditions.

ITS SPECIAL FEATURES include the Chaperon's column, in which are answered questions pertaining to beauty aids and social customs and affairs, a department for inquirers on other subjects and a wide range of miscellaneous articles throwing side lights upon the world's most interesting people and events—these in addition to a vigorous editorial page, absolutely independent, politically, and a Sunday issue that is full of live special matter and human interest.

THIRTEEN PAPERS EACH WEEK FOR 10c

The Kansas City Star was the first—and is still the only—newspaper to deliver a complete morning paper, THE KANSAS CITY TIMES, to its subscribers, without increase in the subscription price.

DENVER & RIO GRANDE SYSTEM

"Scenic Line of the World"

Shortest and quickest line from Santa Fe to Denver, Pueblo and Colorado Springs, and all Colorado points. Connection at Denver and Pueblo with all lines east and west. Time as quick and rates as low as by other lines.

PULLMAN SLEEPERS, DINING CARS, TOURIST CARS, CHAIR CARS.

On all through trains. No tire some delays at any station.

For illustrated advertising matter or information, address or apply to

S. K. HOOPER, G. P. & T. A., Denver, Colo.
A. S. BARNEY, T. P. A., Santa Fe, New Mex.

The Best of Colorado

(From the California Limited Log Book)

The Scenic Features, the Mining Centers, the Commercial Cities, the Manufactories, the Smelting Interests, the Choicest Agricultural Lands, the Health and Pleasure places, are all along or reached most conveniently from the

Colorado Southern Railway

Many of the best parts of the state can be reached by no other railway. Are you interested in Colorado? Send three cents in stamps for our beautiful illustrated book, "Pictorial Colorado," to

T. E. FISHER, Gen. Pass Agt., Denver, Colo.

It is peculiar that all of us should compliment the Harvey System, and yet we do. It's a habit, and we can't help it. I am really ashamed to say anything further, but I can't abstain. The dining car service on the California Limited is too good to be true.

K. T. W.

SANTA FE IS THE WAY

New Cure for Cancer.

All surface cancers are now known to be curable, by Bucklen's Arnica Salve. Jas. Walters, of Duffield, Va., writes: "I had a cancer on my lip for years, that seemed incurable, till Bucklen's Arnica Salve healed it, and now it is perfectly well." Guaranteed cure for cuts and burns. 25c at all druggists.

"Drip, drip, drip, oil everywhere"—better cook with safe gas.

Inside Information

Citizen's Readers Chance for Profit—Everyone Ought to Grasp this Opportunity.

To have even a simple case of indigestion is to have "inside information" of suffering that warns of serious trouble in the future, unless the digestive system is strengthened.

Every reader of The Evening Citizen should grasp the opportunity offered by J. H. O'Reilly & Co. to try Mi-o-ne at their risk. Just one little tablet out of a 50-cent box of this remedy before each meal for a few days, and you will soon have a strong stomach and perfect health.

When there are pains and distress after eating, heavehairs, belching of gases, a sour taste in the mouth, dizziness, heartburn, specks before the eyes, furred tongue, sleeplessness, nervousness or backache, the stomach needs the help of Mi-o-ne.

Ask J. H. O'Reilly & Co. to show you the guarantee under which they sell Mi-o-ne. This valuable remedy costs you nothing unless it restores health.